
RECORD OF DECISION

SPECIAL USE AUTHORIZATION TO

SOUTHERN CALIFORNIA EDISON COMPANY FOR THE

TEHACHAPI RENEWABLE TRANSMISSION PROJECT

U.S. FOREST SERVICE

ANGELES NATIONAL FOREST

LOS ANGELES COUNTY, CALIFORNIA

BACKGROUND

On June 29, 2007, Southern California Edison (SCE) submitted a special use application to the Angeles National Forest (ANF) to authorize approximately 42 miles of upgrades to existing transmission lines on National Forest System (NFS) lands. The project involves the removal of two existing 220 kV transmission lines, and their replacement with 500 kV transmission lines. Within the ANF, the project is located within two utility corridors designated in the 2005 ANF Land Management Plan (LMP), the Vincent-Gould/Gould Eaton and Vincent-Rio Hondo corridors, in Los Angeles County. The project segments crossing the ANF have been designated Segments 6 and 11 by SCE. The USDA Forest Service (FS) is Lead Agency under the National Environmental Policy Act (NEPA) for preparation of the Environmental Impact Statement (EIS). The U.S. Army Corps of Engineers (USACE) has elected to participate as a Cooperating Agency for the NEPA review of the project because portions of the project also cross lands which they manage. The California Public Utilities Commission (CPUC) is the state lead agency for compliance with the California Environmental Quality Act (CEQA) in preparation of an Environmental Impact Report (EIR).

The Final EIS defined the purpose and need for the project in terms of three primary objectives:

- Provide the electrical facilities necessary to reliably interconnect and integrate in excess of 700 MW and up to approximately 4,500 MW of new wind generation power currently being planned or expected in the future, thereby enabling SCE and other California utilities to comply with the State of California's goals for use of renewable energy.
- Further address the reliability needs of the California Independent System Operator-controlled grid due to projected load growth in the Antelope Valley.

- Address the South of Lugo transmission constraints, an ongoing source of concern for the Los Angeles Basin.

The Forest Service and CPUC collaborated on the preparation of a Draft EIR/EIS, which was released for public review in February 2009. The Station Fire, the largest in the history of Los Angeles County, started in the ANF on August 26, 2009. The fire caused widespread damage and burned most of the proposed Tehachapi Renewable Transmission Project (TRTP) alignments through the ANF. As a result, the Forest Service decided to prepare a Supplemental Draft EIS (SDEIS) to re-evaluate the Project's effects in light of the changed conditions caused by the Station Fire. These changed conditions did not necessitate the preparation of a supplemental EIR analysis under CEQA. As a result, the process to prepare a joint Final EIR/EIS document was discontinued and the two agencies proceeded to independently complete the documentation required by NEPA and CEQA. The CPUC published a Final EIR for the Project in October 2009 and the Forest Service proceeded with the preparation of the Supplemental Draft EIS, which was completed in April 2010. The CPUC approved those components of the proposed Project under their jurisdiction in December 2009 (Decision 09-12-044).

In addition to changed conditions caused by the Station Fire, the Supplemental Draft EIS prepared by the Forest Service analyzed the impacts associated with certain changes in SCE's proposed Project that affect the ANF. SCE informed the Forest Service of these Project changes after publication of the Draft EIR/EIS. The Supplemental Draft EIS was released for public review on April 30, 2010, and the review period ended on June 14, 2010. Comments received on the Supplemental Draft EIS and responses to those comments are included in the Final EIS.

DECISION

I have reviewed the analysis as documented in the Final EIS, as supported by the Supplemental Draft EIS. Based on this review, I have selected the FS Preferred Alternative, a combination of Alternatives 2 and 6, which authorizes the construction, operation, and maintenance of the Tehachapi Renewable Transmission Project (TRTP) on the ANF. The approved route as described in the Final EIS crosses approximately 42 miles of National Forest System lands. Authorization of this project will be implemented by issuing a 50 year special use permit for the construction, operation, and maintenance of project facilities.

The Forest Service cannot issue a special use authorization to SCE without ensuring consistency with the Angeles National Forest Land Management Plan (ANF LMP). I have determined that issuance of a special use authorization for the TRTP would require the following amendments to the ANF LMP:

1. Make an exception to Standard S9, Design management activities to meet the Scenic Integrity Objectives.
2. Make an exception to Standard S47, Apply Five-Step Screening Process for projects in Riparian Conservation Areas. Step 3 of this process requires that a proposal either be neutral in its effects, or move the area closer to the desired condition.

This decision amends the ANF LMP to provide these two exceptions, which apply only to the TRTP. These project-specific exceptions to the LMP are not significant amendments to the plan. Consistent with Forest Service policy (FSM 1926.51), these amendments do not significantly alter the multiple-use goals and objectives for long-term land and resource management or change the plan standards as they apply to other actions. There are no adjustments to management areas or land use zones, and approval of the TRTP will not preclude other actions.

This decision applies only to National Forest System lands. The decision is conditioned on the terms of the Special Use Permit and implementation of Mitigation Measures and monitoring programs identified in the Final EIS, and further described in this Record of Decision (ROD).

The selected alternative is a combination of Alternative 2, SCE's proposed project, and Alternative 6, Maximum Helicopter Construction in the ANF. The Final EIS identifies this combination of alternatives as the Agency Preferred Alternative in Sections 2.8 and 4.3. Both alternatives affecting National Forest System lands are in the same location. Alternatives 2 and 6 differ only in the method utilized for removal and construction of the new transmission structures (ground-based construction versus helicopter construction). The following specific aspects of the Agency Preferred Alternative are hereby adopted as part of my decision:

- New Tower Construction – the project will construct 165 new towers on National Forest System lands. My decision is to require helicopter construction of approximately 96 of these new towers. The remaining 69 towers will be constructed by conventional ground access methods. As described in Section 2 of the Final EIS, this number may be revised as SCE conducts final project engineering. I expect any adjustments to be minor.

These preferred construction methods for towers was determined by an interdisciplinary team of Forest Service specialists who inspected each tower location in the field. This team evaluated factors such as distance to the nearest existing access road, evidence of abandoned roadways which could be reused, and slopes and soil types that new roads would have to cross. The Final EIS, Section 4.3 describes this process in more detail. The information below on the rationale for my decision also demonstrates the trade-offs which were considered.

For the estimated six additional new tower locations necessary to complete the reconfigurations of the Pardee-Vincent lines, construction will be by conventional ground access methods unless there are no existing access roads within 100' of the locations, in which case they would be constructed by helicopter. This distance is consistent with assumptions in the Final EIS, Section 2.2.12.5.

- Tower Removal – Where new towers are replacing existing ones in the same location, the method specified for access to build the new tower will also be used to remove the existing tower. For the six currently known locations where towers will be removed with no new towers constructed, the access method authorized will be that shown on Final EIS Figures 4.3-2 a-i, Preferred Alternative maps.

- Tower Foundations – I am requiring that SCE use the micropile method of foundation construction to the greatest extent feasible for helicopter constructed towers. At a minimum, this construction method will be at those towers that are to be helicopter constructed, where terrain does not present concerns for personnel safety or other feasibility issues as determined by SCE. SCE may choose to use this technique for ground constructed towers as they deem appropriate.
- Helicopter Assembly Yards – The Final EIS provided a list of areas to be used for this purpose as part of the definition of the Agency Preferred Alternative, and also displayed them on Figures 4.3-2a-i. Sites were selected from both Alternatives 2 and 6 that would allow safe and efficient use of helicopters while minimizing environmental impacts. After reviewing this list, I am allowing the following areas to be used as helicopter assembly yards in support of project construction:

Final EIS Label	Site Name/Location
HAY 1	Aliso Canyon
# 13	Millcreek Helispot
#4	Mount Gleason
#5	Rabbit Peak
HAY 10X	Camp 16
HAY 12	Mt Gleason Road Turnout
HAY 4	Wickiup
HAY5A	Chilao
HAY 6	Shortcut Station
#7	Barley Flats
#10	Forest Highway Turnout
SCE #3B	Maple Canyon
SCE #7	Newcomb's Pass
HAY 8	Cogswell Dam
SCE #8	Van Tassel Ridge

My decision differs from the Preferred Alternative in the Final EIS because I am selecting HAY5A, which was not included in the description of the Agency Preferred Alternative. Assembly yard #6 was included in the Final EIS description of the Agency Preferred Alternative, but it is not included in this table. The reason for this change is because it will minimize impacts by eliminating an area adjacent to a creek containing suitable habitat for the federally threatened Arroyo Toad.

As SCE works with their construction contractor to finalize engineering designs and construction plans, they may identify other areas that are suitable for use as helicopter assembly yards. My decision is to allow for additional areas to be added to this list upon review and verification by Forest Service staff that any additions are consistent with the analysis in the Final EIS, and will not present impacts that have not been analyzed and

disclosed. Any sites that were already considered in the Final EIS which are not on this list will not be reconsidered or reviewed further.

- Roads – The roads shown on Final EIS Figures 4.3-2a-i will be the road system authorized for use during project construction. Roads not shown on these maps will not be authorized for any kind of use during project construction activities. They include, but are not limited to: West Fork Cogswell 2N25.2 (between HAY 8 and Rincon Redbox Road 2N24), Rincon Redbox 2N24.3 (from State Highway 39 to the junction with Sawpit Road 2N30), and Monte Cristo 3N23. There are also several mapping errors that have been noted on these figures. Attachment 1 to this Record of Decision corrects these errors, and is hereby adopted as part of my decision.

I am also restricting the types of use and maintenance allowed on two specific road segments. Lynx Gulch Road 4N18.2 (from Upper Big Tujunga county road to intersection with the utility corridor) will only be traveled by and maintained for passenger vehicles. This road will not be authorized for improvements to facilitate travel by heavy equipment such as cranes, steel hauling rigs, or wire stringing trucks, nor will such vehicles be allowed to travel on this road. I am restricting road maintenance activities on the first 0.2 miles of Alder Creek Road (from Upper Big Tujunga county road). This segment of road may be traveled by all construction vehicles or heavy equipment, but any maintenance activity that would widen the travel surface or deposit fill material into Alder Creek will not be allowed. The Final EIS analyzed these road segments as being completely open to maintenance and improvement for Alternative 2, and not used, maintained, or improved at all for Alternative 6. This allowance for some use with restrictions is consistent with impacts analyzed for Alternative 6, in that it will minimize or avoid impacts to the federally threatened Arroyo Toad. Impacts from the implementation of the Preferred Alternative would be less than when compared to implementation of Alternative 2.

Upon completion of construction, roads maintained, reconstructed, or constructed for access to tower locations will be considered permanent, and special use authorizations will be issued for their long term operation and maintenance. The Forest Service reserves the right to require SCE to restore any of these roads back to a natural condition if it is determined after construction that they do not meet Forest Service road standards. Roads maintained, reconstructed, or constructed for access to wire stringing sites, helicopter assembly yards, or other support areas used only for construction, will be considered temporary and will be fully restored to a natural condition.

Two segments of existing access roads that are not needed for project construction will also be restored to a natural condition, and existing special use authorizations will be terminated upon completion of the restoration, consistent with Final EIS Section 2.2.12.3. The first segment is 2.0 miles of non-Forest System road beginning at the Shortcut Fire Station driveway (approximately MP 14.4, Segment 6). The second segment is 0.2 miles of non-system road connecting Upper Big Tujunga county road to Forest System road 3N20.

- Other Construction Areas – Locations of wire stringing sites, landing zones, marshalling yards, and other project support areas were preliminarily identified and analyzed in the Final EIS. As described in Final EIS Section 2, these areas may be revised as SCE conducts final project engineering. I am requiring SCE to submit information on these and any other areas needed for construction to the Forest Service for review prior to their authorization. At a minimum, this information shall include mapped locations with precise boundaries and detailed descriptions of the proposed use. These additional areas will be approved for use only after FS staff review and verify that they are consistent with the analysis in the Final EIS, and will not present impacts outside the scope of those impacts analyzed and disclosed in the Final EIS.
- Herbicides – I am authorizing the use of herbicides within the Vincent-Gould/Gould-Eaton and Vincent-Rio Hondo utility corridors, including the SCE permitted access roads associated with these corridors. Herbicides will be used in full compliance with all federal, state, and local rules, regulations, and policies. Herbicides may be applied by Forest Service personnel or by SCE under the terms and conditions of their special use authorization.

For all other details of construction work, I am adopting as part of this decision Alternative 2, SCE's proposed project. This includes all Applicant Proposed Measures for environmental protection.

My decision also requires a Mitigation and Monitoring Plan. The plan will include all mitigation measures selected in this Record of Decision, as listed and described in Attachment 2 of this ROD, including specifics of how they will be implemented in the field, and a monitoring strategy to define roles and responsibilities. This plan will incorporate all conservation measures, reasonable and prudent measures, and terms and conditions of the Biological Opinion issued by the US Fish and Wildlife Service for TRTP. It will cover communication protocols, reporting and documentation, and health and safety requirements. SCE has set a goal for project construction to attain 100% compliance with all required environmental mitigation. SCE will have primary responsibility for providing staff with the proper expertise to monitor all aspects of environmental compliance. Oversight will be provided by Forest Service staff, with assistance from monitoring staff hired by the California Public Utilities Commission. This plan will be contained within and be a key component of the overall construction plan that will be attached to and made part of the special use authorization.

Attachment 2 also provides some clarifications and revisions to mitigation measures. These are administrative in nature, and are designed to simplify requirements and make them more practicable to implement. Incorporation of these clarifications and revisions does not change any of the conclusions or findings in the Final EIS. The mitigation measures, including clarifications and revisions, will be incorporated in any special use authorizations issued for the project. The measures were developed to minimize adverse impacts to natural resources and other values as the

project is implemented. With my clarifications and revisions, I am satisfied that all practicable measures to avoid or minimize environmental harm from the proposed action have been adopted.

Construction of the project may be phased. As required by the standard terms and conditions of the Special Use Permit, initiation of construction is conditioned upon final Forest Service approval of the construction plans. This approval will take the form of a "Notice to Proceed" for each phase of construction.

DECISION RATIONALE

My decision to approve the TRTP is made with the full recognition of the changes such development will bring to the character and resources of the ANF. The selected alternatives address the need for a major upgrade to the electrical grid serving one of the most populated counties in the nation. The selected alternatives best meet the project purpose and need while minimizing both short and long term resource impacts on the ANF, as described in more detail below. The higher voltages being added across the ANF (500 kV replacing 220 kV) will increase the overall grid reliability by allowing greater electrical capacity in existing corridors. It will lessen the concentration of transmission capacity through the Cajon Pass by providing similar capacity in the other two primary SCE corridors into LA County. This increased capacity and reliability of the grid will enable California to increase the state's use of renewable energy, an important step given the intermittent nature of wind and solar energy, and the need to integrate them with existing power sources.

At the state level, the California Energy Commission, Governor's Office, California Independent System Operator, Tehachapi Collaborative Study Group, Kern and Los Angeles Counties, and California Public Utilities Commission have publicly supported projects to upgrade, maintain, and modernize California's electric grid, and have recognized the link between transmission projects and achievement of the state's goals for use of renewable energy.

At a national level, Executive Order 13212, issued in 2001, encourages the expedited and environmentally responsible development of transmission infrastructure. The current administration also supports these types of projects as a way to provide economic recovery, as well as achieving greater energy independence and a healthier environment through increased use of renewable energy.

Each resource section of the Final EIS provides a detailed list of federal, state, and local laws, regulations, and policies applicable to the project. Some of the primary federal laws are NEPA, Clean Water Act, Endangered Species Act, Clean Air Act, National Historic Preservation Act, National Forest Management Act, and Energy Policy Act of 2005. Forest Service policies that have been addressed include Forest Sensitive Species, Management Indicator Species, Environmental Justice, and Forest Service Manuals for weed control, NEPA compliance, and special use application processing.

I have considered the issues which were submitted during the environmental review. A majority of the public and agency comment concerned portions of the project that do not occur on National

Forest System lands, and are outside of my legal jurisdiction. Several issues were related to the ANF, and are addressed in the following discussion.

- **Air Quality** – comments on the Draft EIR/EIS expressed concern over the amount of pollution generated by Alternative 6. Comments correctly pointed out that air pollution is a short term impact that mostly occurs during construction. The ANF strives to reduce pollution associated with all its projects and programs, as supported by the goals and strategies in the ANF LMP. Significant progress has been made in cleaning up the air in and around Los Angeles, but the area is still in various states of non-attainment under the Clean Air Act. My decision to adopt a combination of Alternatives 2 and 6 will lessen the overall project pollutant emissions when compared to Alternative 6. The high levels of pollution calculated for Alternative 6 are due to the large size of the combustion engines on the helicopters used to construct the power lines, and the lack of pollutant control technologies for this equipment. Additional mitigation requiring SCE to purchase pollution offset credits is incorporated in my decision (see section “Findings Required by Other Laws”). The end result, as documented in the General Conformity Determination for the project, will be conformance with applicable State Implementation Plans required by the Clean Air Act.
- **Wildlife and Habitats** – concern was expressed both internally and externally for wildlife habitat impacts within protected conservation areas on the ANF, given the increasingly developed environment of LA County. The Forest Service shared these concerns early on during the environmental review process, and as a result developed and analyzed Alternative 6 to minimize the impacts from road construction and other ground disturbance. The selection of the Preferred Alternative will lessen the amount of ground disturbance when compared to Alternative 2. For temporary disturbance areas, an aggressive mitigation plan for restoration of native habitats will be required. There are also equally aggressive mitigation measures for controlling the spread of invasive plants, including vehicle washing, removal of weeds prior to disturbance, and monitoring of effectiveness for a 10 year period following construction. Herbicides were analyzed in the Final EIS, and as part of my decision will become a primary tool to control invasive plants. Key habitats for threatened and endangered species will be given specific protections according to terms and conditions of the Biological Opinion received from the U.S. Fish and Wildlife Service. The restrictions on 4N18 and Alder Creek Road provide additional protections by avoiding known occurrence locations for the Arroyo Toad. SCE has collected three years of biological survey data, providing the Forest Service with exceptional detail on what wildlife are present, enabling the kind of detailed wildlife occurrence mapping that makes avoidance of impacts feasible.
- **Riparian Habitats and Water Quality** – Several agencies, most notably the Environmental Protection Agency, expressed concerns for water quality impacts, particularly sedimentation from ground disturbance. There are 3 federally listed threatened or

endangered species, and 4 on the Forest Service Sensitive list that are aquatic species dependent on healthy riparian areas and maintaining water quality. My decision to select a combination of helicopter and ground construction lessens the potential for water quality impacts when compared to the proposed project, Alternative 2, by limiting the amount of ground disturbance (249 acres estimated under this decision versus 318 for Alternative 2, [Final EIS Table 4.3-2]). SCE is required to document all necessary state and federal water quality permits. The California Fish and Game Department's Streambed Alteration Agreement program is included in this requirement, which will be an additional layer of water quality protection beyond sections 401, 402, and 404 of the federal Clean Water Act. Impacts are further minimized by requiring the preparation of Erosion Control Plans, which may include additional Best Management Practices beyond those tied to regulatory permits, and the avoidance of construction activity during wet periods. Although it was necessary to amend the ANF LMP for an exemption to Riparian Conservation Area (RCA) standards, the extent was less under my decision (59 locations requiring plan amendment) compared to Alternative 2 (76 locations). These locations are subject to mitigation requirements to prepare site-specific RCA Treatment Plans. These plans will lay out specific steps to be taken in the field to protect riparian habitat, and may include timing restrictions, specific guidelines to minimize impacts of tree trimming, and limits on what activities may occur. Many of the planned improvements may actually benefit water quality in the long term, such as replacement of old concrete block culverts that were not designed to allow for wildlife passage with new ones that are. Several native surface stream crossings that currently produce sedimentation will be replaced with hardened surfaces.

- Recreation – The ANF is one of the most highly visited National Forests in the nation. Studies have shown that a primary attitude toward the ANF among recreationists is that of an open space refuge from the sights and sounds of intense urbanization. Public comment expressed concern over recreational impacts of noise and visual disturbance from helicopters. The Final EIS analysis of Wilderness/Recreation impacts concluded that the substantially greater use of helicopters under Alternative 6 would intensify this impact to recreationists using the forest. An aerial construction operation is visible and can be heard over a much larger area than conventional ground based construction. The practical result of this is that construction by helicopters will have a recreational impact well away from the actual transmission line. My decision to combine Alternatives 2 and 6 will lessen this impact in comparison to Alternative 6 by allowing more ground based construction. Although this is a short term impact occurring only during construction, it is an important decision factor given the high level of recreational use on the ANF, and high public sensitivity.
- Station Fire – This was the largest wildfire ever recorded in the history of both the ANF and Los Angeles County. It occurred from August 26 to October 16, 2009, right as the Final EIR/EIS was set to be published. Only 12 comments were received on the SDEIS, compared to several hundred on the Draft EIR/EIS. The analysis contained in the SDEIS

did not conclude that there was a need for any additional alternatives, or mitigation beyond what was in the Draft EIR/EIS. This was mainly due to the effectiveness of the mitigation measures prescribed in the Draft EIR/EIS. One key component of the SDEIS analysis was the preparation of an additional watershed model to estimate the project's effects on watershed sedimentation. The model was based on the Revised Universal Soil Loss Equation. The first model run for the Draft EIR/EIS showed minimal project sedimentation when compared to the natural rate of erosion, which is generally considered high in the San Gabriel Mountains. Once post-fire conditions were incorporated, the model showed sedimentation from the project to be negligible in comparison, although the overall amount of erosion from the project will increase coming after a fire. Visual Resources were found to have an increased impact from the project due to the fire's removal of tree stands that had previously provided some level of visual screening. The SDEIS concluded that there would be no impact to Recreation since areas that were closed due to the Station Fire may remain closed during construction, and are therefore not directly impacted by the project.

I have reviewed these and other comments, and considered them in the context of the purpose and need for the project, the project record, and the ANF LMP. My decision to approve the project will facilitate greater access to renewable energy resources consistent with state and national energy goals. The Final EIS discloses potential impacts, and provides an adequate record for my decision. I have adopted mitigation measures that are designed to minimize impacts. The necessary amendments to the ANF LMP are appropriate for this project.

The TRTP Final EIS documents the analysis and conclusions upon which this decision is based. This record reflects a thorough review of relevant scientific information, a consideration of responsible opposing views, and acknowledgement of incomplete or unavailable information, scientific uncertainty, and risk.

PUBLIC INVOLVEMENT

The Forest Service issued a Notice Of Intent (NOI) for the proposed Project, which was published in the *Federal Register* on September 7, 2007, officially beginning the scoping period for the project. The NOI included a description of the proposed action and possible alternatives, a description of the scoping process and scoping meetings, and identification of the official at the Forest Service who could answer Project-related questions.

As part of the public scoping process of the proposed Project, a total of nine public scoping meetings were held in seven locations to present information to the public on the Project and to take public comments on the scope and content of the Draft EIR/EIS, as well as alternatives and mitigation measures to be considered. Table 1 shows the locations and times of each of these meetings.

Public scoping meeting notices were prepared for all the scoping meetings, which provided a brief description of the Project including a map, information on the meeting locations, and information

on where to send comments, contact information, and the duration of the public comment period. The notices were mailed to over 15,000 parties including agencies, elected officials, area residents, and organizations that may have been interested in the proposed Project. The advertisements provided a brief synopsis of the Project and encouraged attendance at the meetings to share comments on the Project. The Notice of Public Meeting, including the date and location of the public meeting, was advertised in local and regional newspapers.

Table 1 - Public Scoping Meetings			
Date and Time	Location	No. Signed-in	Comments Received @ Mtg.
Thursday September 6, 2007 6:30 pm to 8:30 pm	Whittier La Serna High School, Cafeteria 15301 Youngwood Drive, Whittier, CA 90605	16	2
Monday September 10, 2007 2:30 pm to 4:30 pm 6:30 pm to 8:30 pm	Palmdale Palmdale Cultural Center 38350 Sierra Highway, Palmdale, CA 93550	11 15	1 1
Tuesday September 11, 2007 6:30 pm to 8:30 pm	Rosamond Kern County Library - Wanda Kirk Branch (Rosamond) 3611 Rosamond Blvd., Rosamond, CA 93561	11	0
Wednesday September 12, 2007 6:30 pm to 8:30 pm	Duarte Duarte Community Center 1600 Huntington Drive, Duarte, CA 91010	9	0
Thursday September 13, 2007 6:30 pm to 8:30 pm	Rosemead Garvey Community Center 9108 Garvey Avenue, Rosemead, CA 91770	7	1
Wednesday September 19, 2007 6:30 pm to 8:30 pm	Altadena Altadena Community Center 730 E. Altadena Drive, Altadena, CA 91001	13	0
Thursday September 20, 2007 2:30 pm to 4:30 pm 6:30 pm to 8:30 pm	Chino Hills Chino Hills Council Chambers 2001 Grand Avenue, Chino Hills, CA 91709	53 272	3 166

The basic format of the meetings included a presentation of the proposed Project including background, project description, location using maps, and potential environmental impacts. After the presentation, the meeting attendees were allowed to present verbal comments or submit prepared written comments. Handouts and informational materials available at the public meeting included Meeting Agenda, Map of the Entire Project, Maps of the Alternative Routes, Project Fact Sheets, Self-addressed Speaker Comment Sheet, and a Speaker Registration Card.

The ANF published a Notice of Availability (NOA) of the Draft EIR/EIS in the *Federal Register* on February 20, 2009. The public review comment period officially began on this date and ended April 6, 2009. Public advertisements of the NOA and public meetings to take comment on the Draft were placed in the local and regional newspapers. The advertisements provided a brief

synopsis of the Project and encouraged attendance at the meetings to share comments on the Project. Two advertisement groupings were placed for the NOA and public meetings. A third advertisement grouping was placed only for notification of the public meetings.

Three public informational workshops, two public meetings, and one formal Public Participation Hearing were held during the public review period for the Draft EIR/EIS. The Public Participation requirement is unique to the CPUC, but the Forest Service participated as the meetings were intended to meet both state and federal requirements for public participation. The public workshops provided an opportunity for members of the public to learn about the Project and ask questions. EIR/EIS section authors were available at the workshops to respond to any questions presented by the workshop attendees. The workshops included Project-related handouts, reference materials, and maps similar to those distributed at the scoping meetings. PowerPoint presentations were set up on a continuous loop, covering Project description, review process, and key issues of public concern. In addition, the workshops included the use of computers to show property owners the location of their property in relation to the proposed Project route, and large-scale visual simulations (on a separate large computer screen) to show how the proposed Project transmission structures and other Project components would look from different public viewing areas. Immediately after each of the three workshops, the CPUC and Forest Service held either a public meeting or a hearing to take public comment on the Project. A court reporter recorded all oral comments presented at the public meetings and at the Public Participation Hearing. Table 2 provides information on the public meetings held for the Draft EIR/EIS.

Table 2 Informal Workshops, Public Meetings, and Public Participation Hearing				
Advertised Date and Time	Type	Location	No. of People Signed-in	Comment Letters Received @ Mtg.
Wednesday March 18, 2009 5:00 pm to 8:30 pm	Public Workshop / Meeting	Palmdale Hilton Garden Inn 1309 Rancho Vista Boulevard Palmdale, CA 93551	32	1
Thursday March 19, 2009 5:00 pm to 8:30 pm	Public Workshop / Participation Hearing	Chino Hills Chino Hills Library Community Room 14000 City Center Drive Chino Hills, CA 91709 ¹	Over 260 (Estimate)	25
Tuesday March 24, 2009 5:00 pm to 6:30 pm	Public Workshop / Meeting	Pasadena Pasadena High School, Cafeteria 2925 East Sierra Madre Boulevard Pasadena, CA 91107	25	0

¹ The Participation Hearing was held next door to the library in the Chino Hills City Council Chambers

As the Final EIR/EIS was about to be published, the Station Fire broke out in the ANF. The Forest Service decided not to proceed with publication of the Final EIS and instead decided to prepare a SDEIS to re-evaluate the project's effects in light of the changed conditions caused by the Station Fire. The Supplemental Draft EIS also analyzed the impacts associated with certain changes in SCE's proposed Project that affect National Forest System (NFS) lands.

The Forest Service, as the NEPA Lead Agency, published a Notice of Intent (NOI) to prepare a Supplemental Draft EIS in the *Federal Register* on February 8, 2010 (Volume 75, Number 25). Notices were also provided in local and regional newspapers.

The Forest Service released the Supplemental Draft EIS on April 30, 2010, providing a 46-day public review period, which ended on June 14, 2010. A Notice of Availability (NOA) was published in the *Federal Register* on April 30, 2010 (Volume 75, Number 83). Notices were also provided in same local newspapers as for the NOI for the SDEIS. No public meetings were held regarding the SDEIS.

A comprehensive mailing list was compiled for the TRTP. The scoping mailing list included approximately 15,000 entries. Aspen used the mailing list to distribute the NOI's and NOA's, and postcard notices, in addition to other public notices during key milestones throughout the Project's environmental review process. The mailing list has been updated throughout the process with those who attended meetings or submitted comments.

Other opportunities provided to the public to get information or comment on the project included a telephone hotline and fax number, a project e-mail address, and a Project website hosted by the CPUC, with links on the ANF homepage. The websites will remain a public information resource for the duration of project construction. Comments received on both the Draft EIR/EIS and SDEIS have been responded to in this Final EIS and are in Appendix F and Appendix E, respectively.

ALTERNATIVES CONSIDERED

To determine the alternatives that would be analyzed in detail in this EIR/EIS, an alternatives screening process was completed between October 2007 and June 2008. The results of this process are documented in the Alternatives Screening Report (Appendix A of the Draft EIR/EIS). In total, the alternatives screening process resulted in the identification and screening of 29 potential alternatives. The alternatives considered included: (1) minor routing adjustments to SCE's proposed route; (2) entirely different transmission line routes for some segments of the proposed alignment; and (3) alternate system voltages and system configurations. In addition to the 29 potential alternatives that were evaluated in the Alternatives Screening Report, other ideas for potential alternatives were suggested by agencies and the public during the scoping period for the Project (August-October 2007). Many of these suggestions were conceptual and were not offered as specific alternatives, but rather as ideas to be explored. The alternatives considered, including the potential alternatives suggested by agencies and the public, as analyzed in the Alternatives Screening Report, and the reasons for being eliminated from further consideration were summarized in Draft EIR/EIS Section 2.8, but were not repeated in the Final EIS. The primary

screening criteria were feasibility, ability to meet purpose and need, and potential to minimize environmental impacts.

Based on the alternatives screening process, three of the alternatives considered in the Alternatives Screening Report (Appendix A) were carried forward to be analyzed along with the No Project/Action Alternative (Alternative 1) and SCE's proposed Project (Alternative 2). These three alternatives are the West Lancaster Alternative (Alternative 3), Chino Hills Route Alternatives (Alternative 4, Routes A through D), and the Partial Underground Alternative (Alternative 5). Following completion of the Alternatives Screening Report, a new alternative was requested by the Forest Service to reduce ground disturbance within the ANF by minimizing new road construction through the use of helicopter construction, which resulted in the Maximum Helicopter Construction in the ANF Alternative (Alternative 6). The 66-kV Subtransmission Alternative (Alternative 7), was also developed following the completion of the Alternatives Screening Report in response to requests from the Board of Supervisors County of Los Angeles. Finally, in response to a comment letter on the Draft EIR/EIS submitted by the City of Chino Hills, an additional route modification (4C Modified) was considered as part of Alternative 4. As stated earlier, the only alternatives affecting National Forest System Lands which were analyzed in detail were Alternatives 2 and 6.

FINDINGS REQUIRED BY OTHER LAWS

National Forest Management Act

The National Forest Management Act (NFMA) requires projects and permits to be consistent with the LMP for activities occurring on National Forests. If a proposed site specific decision is not consistent with the applicable plan, I may modify the proposed decision to make it consistent with the plan, reject the proposal, or amend the plan to authorize the action.

Consistency with the ANF LMP is discussed in three sections of the Final EIS. The overall review of the project for consistency with various aspects of the LMP is in Section 3.9, Land Use. The two amendments to the Forest Plan are discussed in their respective resource sections, 3.4, Biological Resources (Riparian Conservation Area Standards), and 3.14, Visual Resources (Scenic Integrity Objectives). These sections analyze and explain the details of how the project is not consistent with the LMP for these two resource issues.

Based on this information in the Final EIS, authorizing construction, operation, and maintenance of the TRTP, including mitigation, would require a LMP amendment. My decision incorporates an amendment to the LMP to address the following two plan standards:

Aesthetic Management Standards (LMP Part 3, page 6)

The plan standards require:

***S9:** Design management activities to meet the Scenic Integrity Objectives (SIOs) shown on the Scenic Integrity Objectives Map.*

***S10:** Scenic Integrity Objectives will be met with the following exceptions:*

- *Minor adjustments not to exceed a drop of one SIO level are allowable with the Forest Supervisor's approval.*
- *Temporary drops of more than one SIO level may be made during and immediately following project implementation providing they do not exceed three years in duration.*

The SIO's along the route selected for the TRTP are mapped as High and Moderate. Even with implementation of visual mitigation measures, the Final EIS concludes that the project will not meet these requirements (Final EIS Section 3.14). My decision includes exceptions to these requirements.

Riparian Conservation Area Standards (LMP Part 3, page11)

The plan standards require:

S47: When designing new projects in riparian areas, apply the Five-Step Project Screening Process for Riparian Conservation Areas as described in Appendix E - Five-Step Project Screening Process for Riparian Conservation Areas (RCAs).

The LMP Appendix E process requires that the effects of activities within RCAs be either neutral or move the area closer towards the desired conditions. Even with biological and hydrologic mitigation, the Final EIS concludes that the project will not meet that standard (Final EIS Section 3.4). My decision includes an exception to this requirement.

Management Indicator Species (MIS)

The LMP identifies twelve MIS for habitat types and issues shown in Part 1, pages 44-45. An MIS report included in the Final EIS as Appendix C concludes that implementing the Preferred Alternative will not alter or contribute to existing forest-wide habitat trends for MIS.

Endangered Species Act

Under Section 7 of the Endangered Species Act, a federal agency that authorizes, funds, or carries out a project that "may affect" a listed species or its critical habitat must consult with U.S. Fish and Wildlife Service (FWS). As the lead Federal agency, the Angeles NF prepared a Biological Assessment for the FWS in accordance with Section 7 of the Endangered Species Act of 1973, as amended (16 USC § 1531 et seq.). FWS issued a Biological Opinion (BO) on July 31, 2010, determining that the project is not likely to jeopardize the species or result in adverse modification of critical habitat and has established mitigation measures to reduce any anticipated impacts. I am incorporating all applicable conservation measures, reasonable and prudent measures, and terms and conditions from the BO in this decision. I will amend project conditions, if necessary, to respond to any revised Biological Opinion issued for this project by the FWS.

Clean Water Act

The TRTP is expected to meet the requirements of the Clean Water Act (CWA). The CWA requires states to set standards to protect maintain, and restore water quality through the regulation of point source and certain non-point source discharges to surface water. Point source

discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process, outlined in CWA Section 402. NPDES permitting authority is delegated to, and administered by, California's nine Regional Water Quality Control Boards. California's State Water Resources Control Board regulates the NPDES storm water program. In addition, Section 404 of the CWA authorizes the U.S. Army Corps of Engineers (ACOE) to regulate the discharge of dredged or fill materials into navigable waters of the U.S., including certain wetlands and other waters of the United States. The ACOE issues individual site-specific or general (nationwide) permits for such discharges.

As discussed in Sections 3.4, Biological Resources, and 3.8, Hydrology and Water Quality, of the Final EIS, construction of the TRTP may result in discharges to surface water and may require the construction of improvement of access roads through streambeds that would require filling for access purposes. These and other potential impacts will require SCE to obtain approvals from the ACOE and State Water Resources Control Board under the CWA, including certification (or a waiver) under Section 401 from the State that the proposed discharge complies with water quality standards. I will not issue any Notice to Proceed for construction until SCE demonstrates compliance with all applicable programs of the CWA. I will amend project conditions, if necessary, to respond to any certification issued by the State Water Resources Control Board.

Clean Air Act

The TRTP is expected to meet the requirements of the Clean Air Act (CAA). Section 176(c) of the CAA prohibits federal agencies from, among other things, issuing licenses or permits or approving any activity which does not conform to an approved State Implementation Plan. Both the South Coast and Mojave Desert Air Basins are in non-attainment status for ozone, and the South Coast Air Basin is designated Serious Non-attainment and Non-attainment for PM10 and PM 2.5, respectively. Federal conformity regulations assume conformity with state plans where project emissions are below applicable thresholds (the "*de minimis* thresholds").

On June 2, 2010, I signed a Final General Conformity Determination for TRTP. This document analyzed project emissions and concluded that the portion of the project occurring on ANF would produce emissions that would exceed applicability thresholds in place at the time for Nitrogen Oxides (NOx) in both air basins. The only feasible mitigation to bring these emissions into conformity with the state plan was to require SCE to purchase Emission Offset Credits. Attempts to obtain other feasible mitigation from the South Coast Air Quality Management District (SCAQMD) did not result in confirmation that any other options were acceptable.

The Final General Conformity Determination prepared for this project demonstrates compliance with the CAA. I am requiring SCE to comply with Mitigation Measure AQ-6, General Conformity Emission Offset Mitigation. This mitigation allows SCE to recalculate their estimated emissions once final construction details of the project are known, and to purchase their credits based on these recalculated emissions. The mitigation is also revised in Attachment 2 to allow SCE to continue to pursue other options with the EPA and SCAQMD. Heavy lift

helicopters were the primary source of emissions that exceeded thresholds, therefore I will not issue any Notices to Proceed that involve use of those helicopters until SCE demonstrates full compliance with this mitigation measure as revised. Additionally, the levels of emissions associated with construction of TRTP are not considered a regionally significant action.

I recognize that the General Conformity Determination was signed shortly before a change in the classification status for ozone in the South Coast Basin went into effect. This change in classification status implemented a lower de minimis level, which would not have changed the original finding that General Conformity regulations were applicable to TRTP. Final EIS Appendix E, Comment Set 9 provides a detailed response to concerns expressed by EPA over this issue. I believe the level of coordination with EPA and SCAQMD was adequate throughout the General Conformity process, and my determination, along with its incorporation into my decision, meets all legal requirements of the CAA.

National Historic Preservation Act

The basis for determining significance of cultural resources is driven by the National Historic Preservation Act (NHPA). In particular Section 106 requires federal agencies to take into account impacts upon resources listed or eligible for listing on the National Register of Historic Places (NRHP).

Section 106 compliance for TRTP is in accordance with a Programmatic Agreement (pursuant to 36 CFR 800.14(b)) executed by the USDA Forest Service (ANF), US Army Corps of Engineers, and the California State Historical Preservation Officer (SHPO) in February 2010. The CPUC and SCE also signed the document as invited signatories. The San Manuel Band of Mission Indians and the Gabrielino Tongva Tribe were invited to sign as concurring parties but elected not to do so.

Federal Land Policy and Management Act

Special use permits for transmission lines on National Forest System lands are authorized under the authority of the Federal Land Policy and Management Act of 1976 (FLPMA). FLPMA requires, in part, that right-of-way authorizations contain conditions to minimize damage to scenic and esthetic values, fish and wildlife habitat and otherwise protect the environment. Adopting the mitigation measures as modified in Attachment 2 ensures that the project is in compliance with this requirement. FLPMA also requires location of the right-of-way along a route that will cause least damage to the environment, taking into consideration feasibility and other relevant factors. The selected alternative best meets the project purpose and need while minimizing the impact to the environment. My decision to authorize the TRTP on National Forest System lands is consistent with the requirements of FLPMA.

Environmental Justice

Executive Order 12898 requires an assessment of whether implementation of the proposed action would disproportionately affect minority or low-income populations. Final EIS, Section 5.2.12 documents the analytical process used to comply with this executive order. As described in the

Final EIS, no adverse environmental effects, or effects on human health as they pertain to environmental justice were identified with the selected alternative on National Forest System lands.

ENVIRONMENTALLY PREFERRED ALTERNATIVE

In accordance with the National Environmental Policy Act regulations, I have determined that the selected alternative, a combination of Alternatives 2 and 6, is the Environmentally Preferred Alternative. This alternative best meets the purpose and need with the least overall impact on the environment, as described in the rationale for my decision.

ADMINISTRATIVE REVIEW (APPEAL) OPPORTUNITIES

This decision is subject to administrative review (appeal) pursuant to 36 CFR Part 215. In accordance with 36 CFR 215.11, for decisions made in conjunction with other Federal agencies, only that portion of the decision made by the Forest Service affecting National Forest System lands is subject to appeal under this part. The appeal must be filed (regular mail, fax, email, hand-delivery, or express delivery) with the Appeal Deciding Officer at:

Appeal Deciding Officer
Randy Moore, Regional Forester
USDA Forest Service
1323 Club Drive
Vallejo, CA 94592
Attn: APPEALS

The office business hours for those submitting hand-delivered appeals are: 7:30 a.m. to 4:00 p.m. Monday through Friday, excluding holidays. Electronic appeals must be submitted in a format such as an email message, plain text (.txt), rich text format (.rtf), portable document (.pdf) or Word (.doc) to appeals-pacificsouthwest-regional-office@fs.fed.us or fax to (707) 562-9229. In cases where no identifiable name is attached to an electronic message, a verification of identity will be required. A scanned signature is one way to provide verification. Appeals, including attachments, must be filed within 45 days from the publication date of the legal notice for the ROD in the Los Angeles Times, the newspaper of record.

IMPLEMENTATION DATE

If no appeals are filed within the 45-day time period, implementation of the decision may occur on, but not before, 5 business days from the close of the appeal filing period. When appeals are filed, implementation may occur on, but not before, the 15th business day following the date of the appeal decision (if the appeal decision affirms the Forest Service).

CONTACT

For additional information concerning this decision or the Forest Service appeal process, contact Justin Seastrand, 626-574-5278 or jseastrand@fs.fed.us.

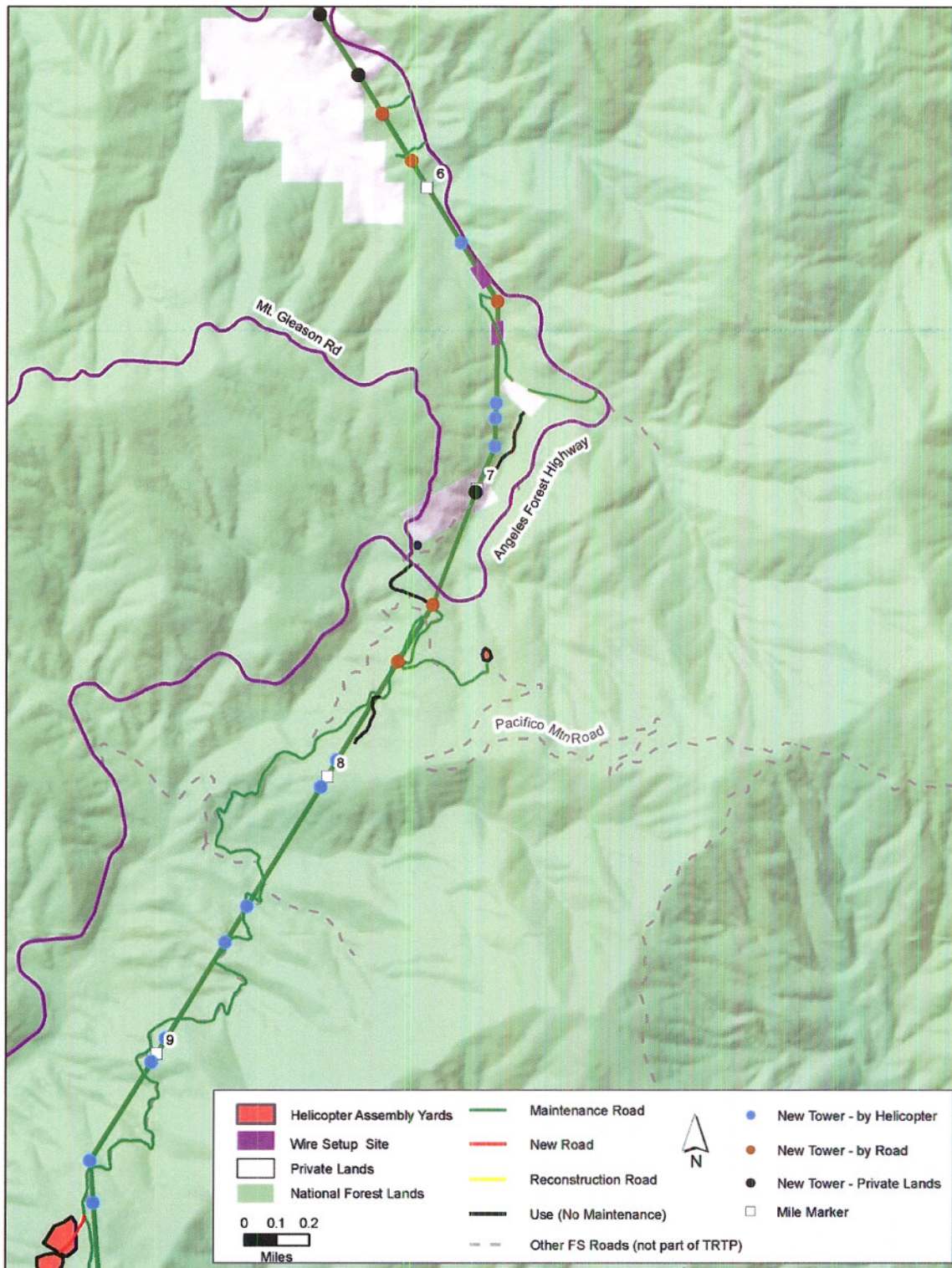
(for) Marty Dumpis
Jody Noifon
Forest Supervisor
Angeles National Forest

October 4, 2010

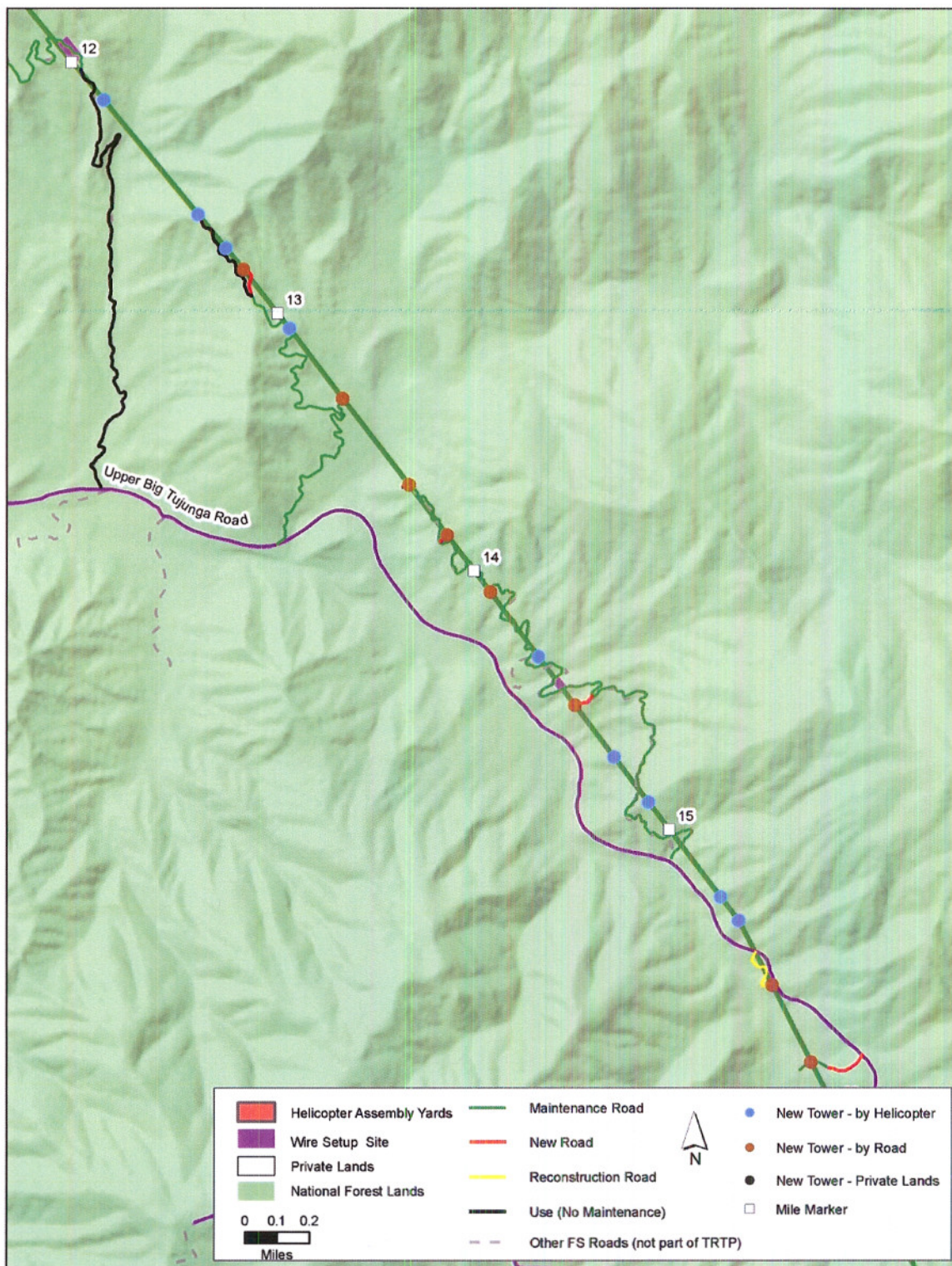
Date

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ATTACHMENT 1 – Final EIS Road Mapping Corrections: Map 1 – Revised Figure 4.3-2b



ATTACHMENT 1 - Final EIS Road Mapping Corrections; Map 2 – Revised Figure 4.3-2d



ATTACHMENT 2 – Mitigation Measure Selection and Revisions

Because the project covers such a large area with widely varying geography and resources, many mitigation measures proposed in Final EIS are not necessary or applicable on National Forest System Lands. I am adopting only those listed below, including revisions as necessary to make the implementation more practicable. Only the headings are listed here, please see the Final EIS for the full text of each Mitigation Measure. An asterisk notes those that have been revised. Revisions follow the table.

Mitigation Measure Number (From Final EIS)	Mitigation Measure Heading
AQ-1a	Implement Construction Fugitive Dust Control Plan
AQ-1b	Off-road Diesel –fueled Equipment Standards
AQ-1c	Limit Vehicle Traffic and Equipment Use
AQ-1d	Heavy Duty Diesel Haul Vehicle On-road Equipment Standards
AQ-1e	On-road Vehicles Standards
AQ-1f	Properly Maintain Mechanical Equipment
AQ-1g	Restrict Engine Idling to 5 Minutes
AQ-1h	Schedule Deliveries Outside of Peak Traffic Hours
AQ-1i	Off-road Gasoline-fueled Equipment Standards
AQ-1j	Reduction of Helicopter Emissions
AQ-6*	General Conformity Emission Offset Mitigation
B-1a	Provide restoration/compensation for impacts to native vegetation communities
B-1b	Implement a Worker Environmental Awareness Program
B-1c	Treat cut tree stumps with Sporax
B-2	Implement RCA Treatment Plan
B-3a*	Prepare and implement a Weed Control Plan
B-3b	Remove weed seed sources from construction access routes
B-3c	Remove weed seed sources from assembly yards, staging areas, tower pads, pull sites, landing zones, and spur roads
B-5	Conduct pre-construction surveys and monitoring for breeding birds
B-8b	Conduct biological monitoring
B-12	Implement avoidance and minimization measures for Santa Ana sucker and other aquatic organisms
B-23	Preserve off-site habitat/management of existing populations of special-status plants
B-24	Conduct focused presence/absence surveys for southwestern pond turtle and implement monitoring, avoidance, and minimization measures

B-25	Conduct focused surveys for two-striped garter snakes and south coast garter snakes and implement monitoring, avoidance, and minimization measures
B-27	Monitoring, avoidance, and minimization measures for special-status terrestrial herpetofauna
B-30	Conduct pre- and during construction nest surveys for spotted owls
B-33a*	Maternity colony or hibernaculum surveys for roosting bats
B-33c*	Exclude bats prior to demolition of roosts
E-2a	Perform Phase I ESAs along existing transmission line ROWs
E-2b	Perform Phase II Investigations for potentially contaminated sites
E-4a	Appoint individuals with correct training for sampling, data review, and regulatory coordination
E-4b	Document compliance with APM HAZ-3
G-3	Conduct geological surveys for landslides and protect against slope instability
G-4	Avoid placement of Project structures on active fault traces
G-5a	Reduce effects of ground shaking
G-5b	Conduct geotechnical investigations for liquefaction
G-6	Conduct geotechnical studies to assess soil characteristics and aid in appropriate foundation design
H-1a	Implement an Erosion Control Plan and demonstrate compliance with water quality permits
H-1b	Dry weather construction
L-2a	Construction plan provisions – Non-residential property owners
L-2b	Aircraft flight path and safety provisions and consultations
L-4	Consult with federal, State, and local agencies
N-1a	Implement Best Management Practices for Construction Noise
N-1b	Avoid Sensitive Receptors during mobile construction equipment use
PSU-9	Recycle construction waste
T-1a	Prepare Traffic Control Plans
T-1b	Restrict Lane Closures
T-2	Prepare Construction Transportation Plan
T-6	Ensure pedestrian and bicycle circulation and safety
T-8	Avoid conflicts with planned transportation improvements
V-1	Clean up staging and storage areas, marshalling yards, helicopter staging areas, access and spur roads, and structure locations on a regular periodic basis
V-2b	Treat surfaces with appropriate colors, textures, and finishes

V-3b	On NFS lands, provide restoration/compensation for impacts to landscape character and visual quality
V-4d	Dispose of excavated materials as prescribed
R-1a	Coordinate construction schedule and maintenance activities with managing officer(s) for affected recreation areas
R-1b	Identify and provide noticing of alternative recreation areas
R-1c	Notification of temporary closure of OHV routes
R-1d	Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)
R-1e	SCE shall compensate ANF for lost income from Adventure Pass sales due to recreation area closures associated with the Project
R-5	Avoid permanent upgrades to Forest System roads
F-1	Prepare Wildland Traffic Control Plans
F-3a	Revise SCE's Fire Management Plan for maintenance activities
F-3b	Cease work during Red Flag Warning events
F-3c	Ensure open communication pathways
F-3d	Remove hazards from the work area
F-3f	Share costs for ANF fuelbreak maintenance
F-3g	Provide transmission line safety training to ANF staff
F-4	Prepare and implement Emergency Evacuation Plan

Mitigation Measure Revisions

Measure AQ-6

The mitigation measure is revised to add the following language:

"In accordance with EPA guidance, the Forest Service will allow SCE to consult with appropriate agencies to determine if measures other than emission credits could be sufficient to reduce project emissions. Such measures will be considered sufficient to meet Clean Air Act and NEPA mitigation requirements provided that SCE provides documentation of concurrence with any alternate measures from CARB, SCAQMD and EPA.

Measure B-3a

The following paragraph is deleted:

"During Project preconstruction and construction, vehicles and all equipment shall be washed (including wheels, undercarriages, and bumpers) before and after entering FS identified areas. On non-NFS lands vehicles and equipment shall be washed prior to commencing work in off road areas. Vehicles shall be cleaned at existing construction yards or legally operating car washes. SCE shall document that all vehicles have been washed prior to commencing project work. In addition, tools such as chainsaws, hand clippers, pruners, etc. shall be washed before and after entering all Project work areas. All washing shall take place where rinse water is collected and disposed of in

either a sanitary sewer or landfill, unless otherwise approved by the FS. A written daily log shall be kept for all vehicle/equipment/tool washing that states the date, time, location, type of equipment washed, methods used, and staff present. The log shall include the signature of a responsible staff member. Logs shall be available to the CPUC and FS for inspection at any time and shall be submitted to the CPUC and FS on a monthly basis.”

The following paragraphs are inserted in its place:

“Prior to beginning preconstruction activities, the Forest Service in coordination with SCE will determine suitable locations to install field washing stations as part of the Weed Control Plan. Prior to commencing construction activities, SCE shall document that all vehicles, equipment, and tools used on the project have been cleaned at existing construction yards or legally operating carwashes. This is a onetime requirement designed to address the potential of new species of weeds being transported from outside the area. If however, vehicles, equipment, or tools are used or driven off paved roads on non-NFS lands, washing must occur prior to entering FS lands.

During Project preconstruction and construction, all vehicles, equipment, or tools which will be used outside of permitted project roadways shall be washed at the nearest station before operating off-road. In other areas also designated by the FS, vehicles, equipment, and tools will be washed at the nearest station after exiting those areas. Vehicles that do not leave permitted project roadways are not required to be washed after the initial washing described above. All washing shall take place where rinse water is collected and disposed of in either a sanitary sewer or landfill, unless otherwise approved by the FS.

Written daily logs shall be kept for all vehicle/equipment/tool washing that states the date, time, location, type of equipment washed, methods used, and staff present. The log shall include the signature of a responsible staff member. Logs shall be available to the FS for inspection at any time and shall be submitted to the FS permit administrator on a monthly basis.

Measures B-33a

Mitigation measure is replaced with the following paragraphs:

B-33a Maternity colony or hibernaculum surveys for roosting bats. SCE shall conduct surveys for roosting bats within 300 feet of Project activities in areas that contain suitable roosting habitat for bat species prior to ground disturbing activities. Surveys should be sufficient to determine the spatial extent and type of use (maternity or hibernaculum) of roosting habitat within areas that may be impacted by ground disturbing activities.

Surveys shall be performed by a qualified bat biologist (i.e., a biologist holding a CDFG collection permit and a Memorandum of Understanding with CDFG allowing the biologist to handle bats). Survey protocols will be developed in coordination with the FS, CDFG, SCE, USACE and CPUC as appropriate. The resume of the biologist shall be provided to the CPUC, FS, and USACE (as appropriate) for concurrence prior to any Project activities.

If active maternity roosts or hibernaculum are found, the area occupied by the roost shall be avoided (i.e., not removed) by the Project during the season of occupancy. If avoidance of the maternity/hibernaculum roost is not possible, the bat biologist shall survey (through the use of radio telemetry or other CDFG/FS/USACE approved methods) for nearby alternative maternity colony/hibernaculum sites. If the bat biologist determines in consultation with and with the approval of the CDFG, FS, USACE (as appropriate), and CPUC that there are alternative roost sites used by the maternity colony and young are not present within the area proposed for disturbance then SCE will coordinate with the FS, CDFG, USACE and CPUC as appropriate on how to proceed. Measures that may be implemented in order to proceed may include, but are not limited to, providing alternative roosting habitat, exclusion of bats from the roosting site (only will be used when alternative sites are available and active) or other means that will not result in adverse impacts to bats. Mitigation Measure B-33c is required for protection of hibernaculum.

Measures B-33c

Mitigation measure is replaced with the following paragraphs:

Measure B-33c Exclude bats prior to demolition of roosts. If-bat hibernacula are found in areas subject to disturbance from the project, the hibernacula will be avoided during hibernation. The individuals may be safely evicted during the appropriate season, under the direction of a qualified bat biologist, upon coordination with the USFS, USACE, CDFG, or CPUC as appropriate. Eviction will occur in the appropriate season in order to minimize the potential for energy loss or mortality. The resume of the bat biologist shall be provided to the CPUC, FS, and USACE (as appropriate) for concurrence prior to any Project activities. Measures that may be implemented in order to proceed may include, but are not limited to, providing alternative winter roosting habitat.

The Forest Service Wildlife Biologist has determined that the revisions to B-33a and B-33c are adequate to mitigate potential impacts to bats, and their incorporation into my decision makes Measure B-33b unnecessary.